

cliff I reduce my speed. There is now no need to force my engine. I begin my flight steady and sure toward the coast of England. I have no apprehensions, no sensations—pas du tout.

"The Ecopette has seen me. She is drawing ahead at full speed. She makes perhaps twenty-six miles an hour. What matter? I am making at least forty-two and a half miles. Rapidly I overtake her, travelling at a height of 250 feet. The moment is supreme: yet I surprise myself by feeling no exultation. Below me is the sea, its surface disturbed by the wind, which is now freshening. The motion of the waves beneath me is not pleasant.

"I drive on.

"Ten minutes have gone. I have passed the destroyer and I turn my head to see whether I am proceeding in the right direction. I am amazed. There is nothing to be seen, neither the destroyer nor France nor England. I am alone. I can see nothing at all. For ten minutes I am lost. It is a strange position to be in, unguided, without a compass in the air over the middle of the Channel.

"I touch nothing. My hands and feet rest lightly on the levers. I let the aeroplane take its own course. I care not whether it goes. For ten minutes I continue, neither rising nor falling nor turning, and then twenty minutes after I have left the French coast I see the green cliffs of Dover, the Castle, and away to the west the spot where I intended to land.

"What can I do? It is evident that the wind has taken me out of my course. I am almost west of Margaret's Bay and am going in the direction of the Goodwin Sands. Now it is time to attend to steering.

"I press a lever with my foot and turn easily toward the west, reversing the direction in which I am travelling. Now indeed I am in difficulties, for the wind here by the cliffs is much stronger and my speed is reduced as I fight against it. Yet my beautiful aeroplane responds. Still steadily I fly westward, hoping to cross the harbor and reach the Shakespeare Cliffs.

"Again the wind blows. I see an opening in the cliffs. Although I am confident that I can continue for an hour and a half and that I might indeed return to Calais, I cannot resist the opportunity to make a landing upon this green spot. Once more I turn my aeroplane and, describing a half circle, I enter the opening and find myself again over dry land.

"Avoiding the red buildings on my right, I attempt a landing, but the wind catches me and whirles me round two or three times. At once I stop my motor and instantly my machine falls straight upon the land from a height of sixty-five feet. In two or three seconds I am safe upon my shores. Soldiers in khaki run up and a policeman and two of my countrymen are on the spot.

"They kiss my cheeks. The conclusion of my flight overwhelms me. I have nothing to say, but accept the congratulations of the representatives of the Daily Mail and accompany them to the Lord Warden Hotel. Thus ended my flight across the Channel.

"The flight could easily be done again. Shall I do it? I think not. I have promised my wife that after a race for which I have entered I fly no more."

Bleriot's motor was rapid and he ground with a revving buzz, breaking the propeller of the machine.

Two French newspaper men had the good fortune to be the first on the spot to welcome the aviator, who, with an injured foot in a slipper, left his seat unhurt. His face was shiny with perspiration, but was calm and smiling.

An automobile was soon on the spot and took him to the Lord Warden Hotel, where he was cheered by the assembled guests and servants. He then hurried to the pier to meet his wife on the French destroyer, which had just arrived and was standing a little way out. The crew with a loud cheer lowered a boat and brought Mrs. Bleriot ashore.

The couple returned to the hotel, where a couple of customs officials were awaiting them. They wanted to see if everything was in order on the wonderful vessel that had just come to port. It was a mere formality, the officials having filled out a clean bill before reaching the hotel.

After breakfast Bleriot went to the meadow where the aeroplane rested. He responded to the cries of the crowd gathered there for a speech with the words: "Vive l'entente cordiale." ("Long live the cordial understanding.")

Bleriot's triumph was Latham's tragedy. When the long watched for favorable moment arrived Bleriot was ready and started, while Latham was asleep. Levassieur was watching for him. At 2 o'clock and again at 3 the latter left his bed, only to shake his head at the wind and return to sleep. About 4:30 he went to the veranda again and overheard a remark to the effect that Bleriot had started. At that moment he saw a dark spot rapidly travelling over the sea. It was already several miles away, and after a moment of stupefaction he realized that Bleriot was well on his way over, while he had allowed Latham to sleep.

Latham's distress when he was awakened needs no description, but it was no time to give it expression. Bleriot and he had agreed to share the prize if they crossed on the same day, and with a bent head, quivering lips and clenched fists, he watched the figure paced to and fro by the mechanics as he pulled the Antoinette VIII. out of its shed.

But the golden opportunity had been missed. As the sun rose the wind strengthened. He rose to follow his rival, but found it was impossible. Hot tears of disappointment were brushed away more than once. Pursuit being impossible, all he could do was to send a wireless message to Bleriot, saying: "Cordial congratulations. I hope to follow you soon."

H. C. Selfridge, who was motoring in the neighborhood of Folkestone, heard the news that Bleriot had crossed the Channel and drove to Dover. He saw the aeroplane, which was then on view in a tent, and immediately wrote to the Daily Mail offering to pay the expenses of transporting it to London so that he might exhibit it for three days at Selfridge's stores, making no charge to the public to view it, but giving £200 (£1,000) to any London hospital. The Daily Mail accepted the offer and selected the London Hospital as the recipient of the bonus.

Baron de Forest has offered £20,000 to the first Englishman crossing the Channel in an English built aeroplane, the winner to beat the then best existing time on record.

William Waldorf Astor has contributed \$50,000 to the national airship fund run by the Morning Post.

Bleriot is 37 years old and is a well known inventor. He was a pupil of the Central School of Engineering in Paris, one of the foremost technical training colleges of France. Although he is not dependent upon engineering and aviation for a livelihood, he has made invention and aviation his hobbies for years.

He came into prominence in 1896 as the

Pronounced Perfection in Pencils

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The "just right" Pencil for everybody's every purpose.

17 Black Degrees: 6B to 9H.

Softest to Hardest Made
AMERICAN LEAD PENCIL CO., N. Y.
In hot weather in place of ink use
VENUS COPYING PENCILS.

inventor of one of the first practicable acetylene gas lamps, and a short time later he invented the well known Bleriot motor searchlight. Then he commenced making aeroplanes and completed his first full sized model in 1900.

For a long time this machine was suspended from the roof of his lamp factory. He sold his country seat near Orleans in order to live near Paris and his factory. During the last nine years he has spent about \$10,000 in experiments with aeroplanes, and his factory in Paris was the first of its kind in France.

He has always expressed the opinion that a monoplane is far more reliable than a biplane, and to demonstrate this last year he made a cross-country flight from Tours to Athenay. A month ago he carried two passengers on a short flight at last.

He afterward made a couple of flights approaching an hour in duration at Douai and Juvisy. He proposes to make a sixty mile flight from Evreux to Orleans in the near future.

While Latham was waiting for a chance to cross the Channel other aeroplanists were daily making progress in inland flying, and of these the most successful was Bleriot, who used a machine of his own design and considerably smaller than Latham's. With it he made a remarkable flight across the country from Etampes to Chevilly, a distance of twenty-five miles, in forty-three minutes, including one stop of thirteen minutes to refuel just part of the machinery. The height varied from thirty to a hundred feet and all kinds of obstacles were passed over.

He flew over hedges, tall trees, brooks and roads and crossed a railway line as an express train rushed by underneath him. He attributes the success of his small monoplane to the fact that it offers only small resistance to the wind. Quite recently he had two races with Paul Haue, a young French aviator, who used a Voisin biplane. The first race was at one kilometer, which Bleriot covered in 59 seconds, while his opponent took 57 seconds. Bleriot easily outstripped his rival in a race at two kilometers, which he covered in 2 minutes 9 seconds.

He has never had any fear of unpleasant consequences should he fall into water, as he is confident the machine will float long enough to enable a vessel to pick him up. His coolness in emergency has saved him from serious injury. He says: "A man who keeps his head cool can never be injured through a fall. If one falls he must try to save both the machine and himself. I always throw myself upon one of the wings, which works as a parachute, and although the wings break the wing it causes me to alight safely."

A description given of Bleriot's aeroplane is that it looks on close inspection more like a great dragon fly than a bird. The wings and rudder are constructed of a material that looks like vellum. It seems fragile and unsafe.

Perhaps the most striking feature of the new historic machine is its small size. With its wings folded it occupies the space of a medium sized automobile. It can be housed in the hotel garage. The day before yesterday Bleriot made a five mile flight on July 13, winning the Prix du Voyage, offered by the French Aero-Club, it was trundled along country roads behind a motor car and frequently it has thus covered long distances of eighteen miles in less than half an hour. After arrival at the grounds it was always ready to fly.

Bleriot sits between and above the two wings or supporting planes, each of which spreads fourteen feet out from the skiff shaped body. The breadth of the planes, which are curved, is about six feet. The whole of the machine is directed by a single lever, which works an elevating plane in the rear and warps the main planes to keep balance.

When the lever is pushed upward the elevating plane is lowered, the rear plane rises and the monoplane dips a downward slant. When the lever is drawn back it has the opposite effect. When the lever is pushed to the right the vertical rudder swings to the right and the main planes are warped to counteract the new air pressure. An air chamber was fitted between the rudder and the seat especially for the channel flight to act as a buoy in case of accident. The machine runs on the ground eighty yards to obtain the impetus to rise.

PARIS, July 25.—Huge satisfaction is felt here that an undeniable Frenchman has performed the exploit of crossing the English Channel. Latham, who made an unsuccessful attempt, has English blood and much of the English manner.

The Temps says: "The day on which an aviator crossed the channel for the first time is a date in history, which will live in the annals of science and civilization."

The Sicle says: "It seems as if the Straits of Calais, which were so wide at the time of Napoleon's camp at Boulogne, afterward narrowed by the development of steamships and submarines, are now practically filled in. From a diplomatic point of view the consequences are evident. The British foreign policy, which was obstinately insular at the time of Great Britain's 'splendid isolation,' will become more and more a continental policy, but not a continental policy as understood at Malpasquet or Waterloo. Great Britain is no longer an impregnable fortress of which the garrison could intervene without uneasiness in European wars. She has constituted herself at will a European or an extra-European Power. Very soon she will no longer have the opportunity of choosing. She will be vulnerable like her allies."

Wanamaker in London.

Won't Confirm Report as to Marriage to Miss Cruger—Going to Scotland.

Special Cable Dispatch to THE SUN.

LONDON, July 25.—John Rodman Wanamaker, who is reported, will marry Violet Cruger on Tuesday at St. Margaret's Church, Westminster, arrived in London at 7 o'clock to-night in a touring car from Paris with several friends. He took rooms at the Carlton Hotel.

He announced his intention to leave early to-morrow by motor to Scotland. He refused to say callers and declined to reply to a written inquiry concerning his intended marriage.

The whereabouts of Miss Cruger is not discoverable.

Wanamaker is 37 years old and is a well known inventor. He was a pupil of the Central School of Engineering in Paris, one of the foremost technical training colleges of France. Although he is not dependent upon engineering and aviation for a livelihood, he has made invention and aviation his hobbies for years.

He came into prominence in 1896 as the

3 BOYS DROWN, 3 RESCUED

OVERTAKEN ROWBOAT CAPSIZES IN THE EAST RIVER.

Life Saver and Policeman Swim for One of the Six. Boys Pick Up Two Others—Mothers See It All—Only One Boy Could Row, and He Not Skillfully.

Three boys were spilled from a rowboat and drowned in the East River off 121st street at 5 o'clock yesterday afternoon in view of hundreds of persons gathered on a recreation pier. Three other boys from the same boat were rescued after a struggle in the water which lasted almost half an hour.

The boys who lost their lives were Victor Baranco, 15 years old, of 315 East 114th street; Edward Dondaria, 17, of 410 East 115th street, and Joseph Dangelio, 17, of 380 East 112th street. The three saved were Tony Delgenio, 14 years old, of 386 East 114th street; James Mastrenge, 16, of 305 East 114th street, and Ralph Porlanti, 15, of 431 East 116th street.

About half past 4 the boys hired a rowboat at the foot of East 121st street. It was a small boat, and they had to crowd. It was low in the water, so low that even before they put off water splashed over the sides. The man who let them have the boat cautioned them not to take any risks. He did not know that Victor was the only one of the lot who could handle oars and that he and Ralph Porlanti were the only swimmers, and they not experienced.

The six pulled out into the stream. The ebb tide ran strong and in a jiffy the boys were whirling down stream. The current was more than Victor had bargained for and his handling of the craft was clumsy. Three of the youngsters became frightened and the others had to muster all the nerve they possessed to keep them still and avoid immediate swamping.

The party meant to land at the recreation pier at the foot of East 112th street. Before they knew it they had floated down the river with the current and were about to pass the pier. Victor attempted to pull to shore. His poor management of the boat caused excitement among the crowd of persons on the pier and along the shore.

The mothers and other members of the families of Edward and Victor were on the pier waiting for the boys. With difficulty the boat was pulled up to within twenty feet of the pier, where a scow was moored. Victor could not manage his boat, which collided with the scow and sank.

The three boys who were drowned went down instantly and were not seen again. Their companions drifted rapidly out into the stream. When they came up they were about 150 feet off shore.

A few men ran out on the scow with the hope of rescue. Neither Tony nor James had ever swum before, but by struggling with arms and legs they stayed on the surface most of the time, although unable to shorten the distance between them and the shore. The mothers of Victor and Edward, followed by many others, frantically ran along the bank.

Tony was picked up off the foot of 110th street by the tugboat New York. He was taken to the New York Hospital and died. The captain of the tug saw the boys floating down the river and allowed John Dulo to him on the second floor of the pier when the rowboat capsized. He ran down to the scow and finding that it was useless there followed the crowd along the bank as the boys were recovered. The life saver and the policeman jumped into the river but they had great difficulty in getting to the boy on account of the tide. The rescue was cheered by a big crowd.

The two mothers on shore became hysterical when they found that the rescued boy was not their son. Life Saver Mignault went back to the pier and dived many times with the hope of rescuing the three boys who were drowned. He was aided later by the police. None of the bodies was recovered.

John Regan, commodore of the Metropolitan Rowing Club, saved the life of a young man whose skiff had capsized on the Hudson River near Macomb's Dam Park yesterday morning.

Regan and half a dozen of his friends were in his launch on their way from the Metropolitan Rowing Club to the Dutch Boat Club when they saw the overturned skiff and near it the young man struggling in the water. Regan sent the launch started for the boy, but when he got near enough dived after the stranger. He had to go down once or twice before he got him and the two were picked up by the launch. The rescued man was George Kaule of the Atlanta Boat Club.

Franklin W. Gilley had been Treasurer Also Since 1905.

Franklin William Gilley, a member of the governing committee of the New York Stock Exchange and treasurer of the exchange, died yesterday at his home at 500 Madison avenue. Mr. Gilley was born in this city on February 23, 1840, and was graduated from the College of the City of New York in 1860. He was elected a member of the New York Stock Exchange in 1864, and became treasurer in 1895. He was a member of the firm of F. W. Gilley, Jr., & Co., at Nassau street, his brother, Dr. Gilley, being an associate member of the firm. He was a member of Delta Kappa Epsilon fraternity, the University and Union League clubs and the Sororale Golf Club.

Obituary Notes.

Mrs. Elizabeth Taylor Dandridge, daughter of Zachary Taylor, President of the United States, died at her home at 110 West 110th street, New York City, at 10 o'clock yesterday evening at Winchester, Mass. She was born in Winchester, Mass., on June 26, 1846, and was married to Philip Peniston Dandridge, a lawyer, who died at his home in Winchester in 1911. Mrs. Dandridge was a sister of the first wife of Jefferson Davis, President of the Confederate States. She was also the wife of Surgeon-General Geo. Taylor, President of the United States. She was the mother of Mrs. Taylor, who was the wife of the late President of the United States.

William Brown, for many years general counsel of the Pennsylvania Railroad, died yesterday at Jacksonville, Ill. He was 79 years old. Mr. Brown was a graduate of Illinois College and Missouri University, and began the practice of law in Jacksonville. He served as City Attorney, State Attorney and was State Senator in 1872. He was chairman of the State central committee of the Republican party in 1887 and 1890. He was a member of the law firm of Beckwith & Brown, Chicago, from 1887 to 1890. He became general counsel of the Pennsylvania Railroad in 1890 and remained in that position until his resignation in 1903. When that institution and other corporations and banks at Pittsburgh. He was also a trustee of the American Surety Company of New York.

Robert Pitcairn, for fifty-three years connected with the Pennsylvania Railroad, died yesterday at Pittsburgh. Mr. Pitcairn succeeded Andrew Carnegie as superintendent of the Pennsylvania Railroad in 1890. He was a resident of Pittsburgh to the president. Three years ago President A. J. Cassatt forced him to retire under the pension law which Pitcairn had framed himself, and the famous old railroad officer was separated from the railroad with which he had grown up. Mr. Brown was connected with many corporations and banks at Pittsburgh. He was also a trustee of the American Surety Company of New York.

Albert Haszeli, assistant cashier of the Union National Bank, Newark, died in his home at Newark yesterday afternoon after two weeks' illness with acute throat trouble. He survived by his wife and one child. He was a native of Hungary and came to Newark and gradually worked himself up to the position of assistant cashier. When that institution and other corporations and banks at Pittsburgh. He was also a trustee of the American Surety Company of New York.

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Box of 50, \$2.50

UNITED CIGAR STORES

NEW REVOLT IN COLOMBIA?

Steamers Bring Word to Mobile That Revolutionists Hold Barranquilla.

MOBILE, July 25.—According to reports from Colombia that country is again in danger of civil war. Passengers on arriving steamers say that new uprisings have occurred in various parts of the republic and the revolutionists have captured the custom house at Sabana, the port of entry for Barranquilla.

Inasmuch as 70 per cent. of all imports into Colombia are entered at this port the importance of this movement is considerable. Barranquilla commands the river and it will supply the revolutionists with plenty of money, besides enabling them to keep in direct touch and communication with the outside world. The ships in the Magdalena river are in their hands. The occupation was affected without firing a shot.

At the same time the shutting off of funds will seriously cripple the Administration at present under the guidance of Gen. Holguin. President Reyes left in charge when he fled to England. It was then thought that there would be no serious opposition to Holguin for the Presidency, but in the meantime Gen. Valencia has set up his claims, and as he is popular it looks as if there will be a first class mixup for a while.

According to one story, however, Valencia has issued a circular disapproving the action at Barranquilla.

The latest news from Barranquilla previous to this was on July 14, when it was announced from Panama and Washington that a Colombian insurrection centring at that place had broken out and the rebels had surrendered. The leaders in that affair were said to be Gen. Daniel Orliz and Col. Suarez.

On the date mentioned, Señor Guzman, the Colombian Chargé d'Affaires at Washington, informed the State Department that the authority of acting President Holguin remained unchallenged in Colombia.

French Hero Fund.

Clemenceau Organized Carnegie Committee Before Quitting Office.

Special Cable Dispatch to THE SUN.

PARIS, July 25.—Before leaving office M. Clemenceau signed a decree organizing the Carnegie French Hero Fund.

A committee of thirty-four members has been appointed to administer it. The committee includes Mme. Porous, president of the Women's Union of France.

Exchange Governor Dead.

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WOULDN'T FIGHT; STABBED

BY A MARRIED LOVER OF THE GIRL THE COOPER LOVED.

And the Crowd from Williamsburg's All Night Dance Halls Came Out to See and to Join the Fighting-Policemen Have to Protect Their Prisoner.

John Russian, 20 years old, a cooper of 30 North Seventh street, Williamsburg, was stabbed in the right side and badly wounded early yesterday morning at North Seventh street and Kent avenue by Joseph Bleuhust, who lives at 107 North Eighth street, because, as alleged, Russian refused to fight a duel with knives in order to determine which of the two was entitled to the affections of a girl of whom both are enamored.

The girl came from America recently from Poland. She had known both men in her native land and received their attentions. A few years ago the men came to this country and kept up correspondence with the girl. Meanwhile Bleuhust married. When she arrived here and learned that Bleuhust already had a wife she became Russian's fiancée.

Bleuhust became jealous, and when he came face to face with his rival at 1:30 A. M. yesterday at Kent avenue and North Seventh street he invited him to fight with knives. Russian declined, and as he turned to continue on his way Bleuhust rushed up to him and drove the sharp blade of a big knife into his side. As the cooper fell with a cry his assailant ran away.

The neighborhood was crowded with persons who had attended Saturday night dances in halls back of saloons. They rushed after Bleuhust, who turned and slashed severely with his knife. Then he ran into an alley at 63 North Seventh street, where he kept the crowd at bay with the knife, threatening to kill the first who approached. Word had reached the Bedford avenue police station that a man had been mortally stabbed in a duel over a girl. Detectives Owens and Tracy rushed out ahead of the reserves and they found about a thousand people in the street outside the alley.

Owens led the way into the alley, and as he approached Bleuhust the latter made a lunge at his face with the knife. Owens jumped aside, and as he did so Tracy rushed forward and used his club on the man, who leaked over from the crowd and fled. The crowd followed him to the station house, where he was held on a charge of felonious assault.

Drs. Hurley and Hughes, who answered a hurry call to the Williamsburg Hospital for an ambulance, found the stab wound in Russian's side to be five inches long. The blow had fractured a rib, and after a few minutes the patient was pronounced dead. The body was taken to the hospital part of the broken bone had to be removed. It left the man in a critical condition. Bleuhust was arraigned in the Bedford avenue police court and held for a hearing by Magistrate Higginsbotham.

Canadian Airship Tests.

McCurdy and Baldwin Experimenting at the Camp at Petawawa.

OTTAWA, July 25.—At Canada's big military camp at Petawawa McCurdy and Baldwin, the young Canadian inventors, are putting together the Silver Dart, and in a few days, under supervision of the militia department, they will conduct experiments with it. If a new engine proves satisfactory it will be placed in Baddeck No. 1, the fifth and best airship they have built.

This is the first occasion on which the Dominion Government has directly interested itself in aerial navigation. The official test will be in about a week.

How to Take a Vacation.

The Rev. Mr. Newkirk Will Give His Flock an Object Lesson.

PHILADELPHIA, July 25.—Declaring that "only about one-tenth of tired, overworked humanity know how to take a vacation," the Rev. B. L. Newkirk, pastor of the Wayne Avenue Baptist Church, Germantown, starts to-morrow morning with his wife and members of his congregation for Moosehorns, Me., where he will conduct an object lesson of "how to spend a vacation."

The camp consists of fourteen log cabins equipped with open fires. Some will dwell in trees in order to get as near to nature as possible. The food will be prepared by two expert cooks and Guides Haskell and Brown. The journey will be made by sea from New York to Portland and thence by rail into the wilderness.

When we reach our destination in the wilderness," said Dr. Newkirk, "we will step out of a vestibule train on a solitary siding along a lovely creek. The guides will be there with their canoes and lead us up the stream into camp, a distance of only a few miles."

"I wish other people would follow our example in leading the simple life on vacation. Many never take a vacation but spend the world on their backs for months every year and when they have at last accumulated the long cherished fortune they never are able to enjoy it because of stricken constitutions."

"They ride in a crowded train, stroll on a crowded boardwalk, sit in a crowded pavilion, bathe on a crowded beach, are entertained in a concert hall, dance in a crowded ballroom and sleep in crowded chambers."

"What they need is solitude, nature and the simple life."

Editor Found Fatally Shot.

Was About to Begin Publication of Independent Newspaper.

TULSA, Okla., July 25.—With a pistol lying on the floor beside him, Mark Bassett, editor of the Tulsa Daily News, formerly a publisher at Mattoon and Kankakee, Ill., and manager of ex-Gov. Yates's press bureau in the Republican primary campaign in Illinois last year, was found fatally wounded in the shop of the A. F. Black Printing Company this morning.

The discovery was made by his little son, who had an appointment to meet his father there, as the two were to attend Sunday school together at the First Methodist Episcopal Church.

Although Bassett was shot through the brain, he is still alive at the hospital. The statement was given out to-night that there is little chance for recovery.

With no powder marks on the face and with no known means of self-defense, the suicide theory is not accepted and many think that murder has been attempted. The Tulsa News, heavily indented, was to make its appearance